

In the claims:

All of the claims standing for examination are reproduced below with amendments and appropriate status indication.

18-49. (Cancelled)

50. (New) A method for providing corrosion protection in an assembly of two or more metal parts, comprising the steps of:

(a) at a point in an assembly process for the assembly, placing at a juncture of any two of the two or more metal parts of the assembly, a corrosion-protection element comprising heat-expandable material, the corrosion-protection element shaped to conform to the juncture; and

(b) expanding the corrosion-protection element at another point in the assembly process by application of heat.

51. (New) The method of claim 50 wherein the assembly is a vehicle body.

52. (New) The method of claim 50 wherein the corrosion-protection element further comprises a substantially rigid element having an engagement interface for holding the heat-expandable material in place between step (a) and step (b).

53. (New) The method of claim 51 wherein the juncture comprises a MacPherson strut dome in a vehicle body assembly.

54. (New) The method of claim 51 wherein the juncture comprises a vehicle roof and a roof bow in a vehicle body assembly.

55. (New) The method of claim 51 wherein the juncture comprises aligned openings in two metal parts joined by a peg or other rigid connective element.

56. (New) The method of claim 50 wherein application of heat in step (b) occurs in the assembly process in a general procedure for treating the entire assembly, the procedure comprising a temperature elevated above ambient for a time sufficient to expand the heat-expandable material.

57. (New) The method of claim 56 wherein the procedure is one of dip-priming, lacquering, or galvanizing.

58. (New) The method of claim 50 wherein the application of heat in step (b) occurs in the assembly process as a manual procedure adapted specifically to expand the heat-expandable material.

59. (New) A corrosion-protection element comprising a portion of heat-expandable material shaped to conform not-expanded to a general shape of a juncture between two or more metal parts of an assembly, to fill the juncture when later expanded by heat.

60. (New) The element of claim 59 wherein the assembly is a vehicle body.

61. (New) The element of claim 59 wherein the corrosion-protection element further comprises a substantially rigid element having an engagement interface for holding the heat-expandable material in place in the juncture between the metal parts.

62. (New) The element of claim 60 wherein the juncture comprises a MacPherson strut dome in a vehicle body assembly, and the element is shaped to conform to the juncture of parts in the strut dome.

63. (New) The element of claim 60 wherein the juncture comprises a vehicle roof and a roof bow in a vehicle body assembly.

64. (New) The element of claim 60 wherein the juncture comprises aligned openings in two metal parts joined by a peg or other rigid connective element.

65. (New) The element of claim 59 wherein application of heat to expand the corrosion-protection element occurs in an assembly process in a general procedure for treating the entire assembly, the procedure comprising a temperature elevated above ambient for a time sufficient to expand the heat-expandable material.

66. (New) The element of claim 65 wherein the procedure is one of dip-priming, lacquering, or galvanizing.

67. (New) The element of claim 59 wherein the application of heat occurs in an assembly process as a manual procedure adapted specifically to expand the heat-expandable material.